

DILLINGHAM RETURNS.

O. R. & L. AFFAIRS DISCUSSED AT LENGTH.

Unsuccessful After Many Trials—Sanguine as Ever—What He Says About the Bonds.

Benjamin F. Dillingham, Manager of the Oahu Railway and Land Company, returned by the steamer from San Francisco this morning. Mr. Dillingham looks the same as ever—the same old genial "Ben," who has made a great many people what they are, who has started enterprises which have been bonanzas to everyone save himself, who is, truly and fairly, the pioneer, in railroad enterprise, in these Islands.

Thirteen months have elapsed since Mr. Dillingham left. They were months of waiting in New York and Boston, months of trial, months of sickness from hope deferred. He returns, handsome and manly, sanguine as ever and buoyant with the hope that all is not yet lost, and, excepting a long and heartfelt sigh once in a while, which shows the deep disappointment he feels, one cannot distinguish any change in his old personality.

"I am glad to get back," said Mr. Dillingham, "and see once more my family and old friends; but I cannot say that I forget that many have looked to my return too anxiously to make it pleasant. I may as well say it plainly—I have not been successful. To commence with, General Willey, you will remember, came here last October, as agent of the Investment Insurance Corporation of New York, who were to guarantee and float an issue of bonds of the O. R. & L. Company, amounting to \$2,000,000. They were to run 20 years with interest of 5%, which were to be taken by the Lancashire Trust Mortgage and Insurance Corporation Ltd. of London.

"General Willey looked over the railroad's property carefully and methodically. The loan companies had been furnished with full information and statistics by me, and Willey checked up my statements very systematically. Upon his return to New York, in November, he not only verified my figures, as to the earning capacity of the property involved, but made it three times as much. On the 3d of December last Managing Director Drummond of the Lancashire Company in New York, notified me that the negotiations with the home company were culminated, and that I might look for the money by the first of February following at the latest.

I now felt as though my object was at last accomplished and wrote my friends here to that effect. A twenty year, five per cent bond, in a good country and a strong government, is not a bad proposition, but with affairs as they were here at that time, a change of cabinet with every change of the moon, and a lack of stability in the ruling power which was even then felt, I ate my Christmas dinner with my children who are at school near Boston, with some pride at my success. I saw then the end of my struggle and daylight ahead. During January I lived in the east looking up various railroad experiments, and gaining the knowledge and experience that I knew would be of good use when the rails of our company would belt the whole island of Oahu, and extend through those fertile plains of Waianae, Waialua, Kahuku and Waimanalo, the dream and ambition of my life. The first day of February now came along, but it had been preceded by the news of the revolution of January 17th, the dethronement of the Queen and the establishment of the present government. The bond negotiations ceased as suddenly as if the earth had opened and swallowed up Hawaii and our railroad property. There is nothing more to be said in regard to my stay in the east. I waited a little longer in the east, stopped contracts for rails that had been ordered and straightened every thing up that looked to the commencement of the work which I was so sure would be commenced, having a certainty in the floating of the bonds. The news of the poisoning of the soldiers reached me en route and only added to my mental discomfort. "Here the reporter smiled, but his smile changed into sympathy for poor Dillingham when he heard him sigh deeply: "You may laugh, but it is no laughing matter for me, with the nervous strain I was under," continued Dillingham. "The news of the pulling down of the flag had just reached us and we all thought of course the poisoning was only the next in succession to a series of attacks which would be made by the royalists upon the government.

I am doing the best I can and no one can do more. If the people give us a strong protected government, I will get the millions I need now and as much more as the future shall demand, by a simple draft on London, but until such time we had better close our offices and go out and rusticate, away from the cares of a business, which is no business at all, for we shall have no money to run it with. Now good-bye." The breakfast gong had been ringing, for sometime and the vexed but smiling face of Mrs. Dillingham had peered anxiously from the dining room for she knew the coffee was getting cold. So our representative bid Mr. Dillingham a good-bye with a hearty aloha and welcome back to the islands he had done so much for and received so little from.

Verdicts Not Guilty.

Judge Cooper is having a siege of Hawaiian criminal cases this morning. The government has not scored a single victory as yet, the verdict being invariably "not guilty." Prosecutor Wilder says it never was quite as bad as this before. The Hawaiian jury seems to have it in for the P. G.

OPIUM SENTINELS.

Four Men Detailed to Guard the Captured Drug.

When the opium steal occurred some weeks ago, Marshal Hitchcock was away. On his return and discovery of the affair, the atmosphere around the Police Station was lightened up by a lurid display of eloquence, compared to which an electric storm of the southern seas, would be a gentle zephyr. Since then four men have paced their weary watches, guarding the troublesome drug and there is now no danger of another raid upon it.

Formerly the opium was allowed to lie carelessly about in open and broken boxes mauka the corridor in a cell only protected by a wooden door. It is now locked up in neat wooden chests behind a door iron-barred and double-locked. The four guards who have charge of this duty are Sam Goulay, P. O. Sullivan, Jack Dow and J. Trussler, and they are held personally responsible for the safe keeping of the opium.

PUBLIC OPINION.

The World Says Blount's Course Made an Unfavorable Impression.

There can be no doubt that the lowering of the American flag has produced a very unfavorable impression even among those who, like the *World*, were resolutely opposed to the scheme for taking into the sisterhood of States, either forcibly or otherwise, this far-away habitation of mongrel Japs, Chinese and Kanakas. No one who has fought for that flag or who would not fight for likes to see it lowered, even at the behest of a blunt-witted Commissioner intrusted, it would appear, with far too great discretionary power. Up with the Stars and Stripes.—*New York World*.

THE PEOPLE ALL RIGHT.

Mr. Grinbaum Says They Are Solid For Annexation.

"Amongst all patriotic people in California Democrats and Republicans alike," said Mr. Grinbaum of M. S. Grinbaum & Co., to a reporter this morning, "there is but one sentiment in regard to Hawaiian affairs, and that is annexation. From San Diego to Humboldt bay, they all feel in sympathy with the struggle of the American people. Our manager Mr. Bolte has kept me fully informed upon the situation and, with a planter's interest at stake, I declare that there is no hope for me except annexation with the United States. To say that I am simply in favor of it does not half express my opinion."

In The Council.

The Advisory Council met in regular session this afternoon. Bolte asked an appropriation for the military committee of \$120 for uniforms. Passed. Minister Porter presented an elaborate financial statement of the Postal Savings Bank's affairs. Damon moved it acceptance with remarks on the good work of the late Postmaster Hill, in this department. Carried, and publication of the statement ordered. An appropriation of \$1,322.50 for expenses of special election in 1892, was passed. The newspaper publication act requiring the filing of complete information about the issuance of newspapers with the Minister of the Interior, passed to take effect, May 10, 1893. The penal act authorizing the search and seizure for arms or munitions of war passed. At 3 o'clock the Council went into Executive session. A regimental drum corps has been organized.

An Extra Session.

The *Call's* Washington correspondent says: "There is a strong impression in Washington that one result of the crisis in affairs in the Treasury Department will be the convening of Congress in extra session at a date much earlier than was first anticipated. The general expectation has heretofore been that the extra session would not be called before next September, but there is now a growing belief that Mr. Cleveland will summon the national legislators to Washington before the 1st of July."

Death of Clement Walker.

The sad news of the death of his son Clement in England, was received by H. B. M. Consul T. R. Walker this morning. The young man was attending school. St. Andrews Church Social to-night will be postponed in consequence.

Visited the Adams.

President Dole and Aid de Camp Maj. Hastings paid an official visit to the U. S. S. Adams this morning. They were received with the usual salute.

NEWS IN A NUTSHELL.

Sugar shows ten dollars advance.

A new hose cart arrived on the Mariposa for Fire Company No. 2.

NATIVE FANS AND ISLAND CURIOS IN GREAT VARIETY AT THE ELITE ICE CREAM PARLORS.

T. H. Davies & Co., are closed to-day on account of the death of Mr. Clement Walker.

J. F. O'Shea wife and niece are the only passengers for the Colonies by the Mariposa to-night from this city.

The meeting of the St. Andrew's Church Association intended to be held this evening is unavoidably postponed till further notice is given.

The Hawaiian Coffee and Tea Company held its annual meeting this morning. It was voted to increase the capital stock to \$75,000. The old officers were re-elected.

By order of Secretary Gresham, Minister Egan has delivered up the refugees in the legation to the Chilian authorities.

GREAT NAVAL REVIEW.

TRIP OF THE VESSELS UP NEW YORK BAY.

A Magnificent Spectacle With Which to Open the Columbian Celebrations—A Statue Unveiled.

NEW YORK, April 26.—Never before in its history has New York beheld such a spectacle as to-day. The greatest naval fleet ever seen in western waters invaded her harbor and took possession of her waters early this morning. The squadrons of the nations moved majestically and silently through the flocking white caps from their anchorages in the lower bay past the long lines of admiring thousands on the shores of the upper bay and Hudson, and came to their official stations between Thirty-fourth and Ninetieth streets.

Save for a chilly northeaster the day was perfect. Every bit of brass and gilt on every ship had been polished, and every smirched spot on the deck of white had been painted over before the Philadelphia gave the signal for the fleet to move. The sunbeams danced from the polished metal, and the colors of the hulls of the white cruisers were more conspicuous than their dark sisters' outline against the shores.

The fleet answered silently with its flags to the thunder of the forts and the salute from the monitor Miantonomah at the Battery, and except from the Yankee flagship at anchor none of its guns spoke. To-morrow much powder will be expended as the Dolphin carries President Cleveland up the river between the two columns.

A spirit of serenity, almost akin to drowsiness, prevailed upon the bay and river in the morning before the nautical panorama began to move through the picturesque strait, guarded by the granite Forts Hamilton and Tompkins.

The thunder of guns greeted the progress of the double column of the three stately cruisers, accentuated by occasional cheers from the crowds that thronged the pilot-heads, wharves, balconies and housetops, which were probably too much interested in the spectacle to venture vociferous applause. Besides, they were too far away to be heard by men on the cruisers. The scarcity of vessels was accounted for by the fact that the majestic procession could be seen from points on the sides of the bay and river.

It was a great day for the ships of all nations, but it was particularly a great day for the white squadron. This distinction of Yankee ships may not have been due so much to their quality as to their flag, which is much beloved by folks in this latitude. But the naval ensign of Great Britain was not neglected. Everybody seemed to forget that little unpleasantness of 1776.

If it was a glorious day for the Star Spangled Banner it was only a little less glorious for the cross of St. George. That England expected every man to do his duty was manifested on the decks of the British squadron at daylight, and every man's duty is to see that the decks were immaculate and every piece of metal fit to use as a mirror. The disposition to make things shine was marked on the Blake, the biggest cruiser in the fleet and the flagship of the British squadron. The Blake had no chance to show off her sprinting qualities, as she was merely to look magnificent and keep the languid pace set by the Philadelphia, which headed the port column of the procession.

The Blake led the starboard column nearest to the New York shore. It was the rapid ebb of the tide that broke in twain the ripples against the bows of the war ships as they swung to their anchors, heading north. A stiff wind helped the tide along a bit and made it difficult for visitors to board. The ship's colors were brought out—as is customary the world over—at 8 o'clock. The American ensign snapped from the taffrail staffs on the Yankee cruisers, and on the four English-men the naval ensign fluttered from the main heads.

At 9 o'clock the Cushing came rushing down the bay like a projectile from one of her guns. She ran alongside the flagship and reported that the way was clear and that the procession might move. Then she took her position on the port quarter of the Yankee flagship, and she stuck there or thereabout until the Philadelphia came to anchor up the Hudson. She was ready to fly on whatever errand Admiral Gherardi had for her. From the signal halyards of the Philadelphia, in the universal language of the sea, there fluttered this command at 9 o'clock: "Prepare to get under way."

The day opened with the unveiling of the heroic bronze statue of John Ericsson the inventor of the Monitor, in Battery Park. The ceremonies were simple. The statue was presented to the city by Swedish citizens and accepted by one of the park officials on behalf of the city, while the guns of the double-turreted monitor Miantonomah, lying near, fired a salute. The unveiling was preceded by a procession of Swedish societies.

Next came the great pageant of warships moving up in two columns from the lower bay to an anchorage in the Hudson river, opposite Manhattan island, and where they will lie till President Cleveland passes between the lines to review them to-morrow, which will be the gala day of the celebration.

The day opened bright and clear and soon the whole harbor flocked with craft of all sorts loaded with sight-seers. The vessels which arrived at Gravesend bay last night swung at anchor in the beautiful sunlight, and not long after sunrise everybody in the fleet, and those who had to do with getting ready for its reception, were making final preparations for the parade upon

the bay and the river to anchorage. Extending south and east were the two long lines of war vessels, bedecked in holiday attire. The ferry boats to Staten Island and to Brooklyn were filled with sight-seers who were bound to get as near to the start as they could, and long before the time for the parade the high banks along the narrows and bluffs at the forts, both on Staten Island and Fort Hamilton, were thronged with people, and the roads were filled with spectators hurrying toward the shore to find a good point of view.

The fleet made too imposing a sight for the spectators to cut any figure at all. By all odds the American line made the finest showing. The fleet anchored in squadron formation, the powerful Blake, with Vice Admiral Sir John Hopkins' pennant standing out in the stiff wind, being about 500 yards below Fort Lafayette, and the Philadelphia, with Rear Admiral Gherardi's blue flag, with two white stars at the main, the same distance below Fort Tompkins. Strung behind each leader were the ships which were to follow up the bay and all were in readiness for the start.

As the Dimitri Donskoi had not been in port at Hampton Roads it was necessary for the other admirals to pay their respects, and at 3:30 o'clock Sir John Hopkins put off from the Blake and was admitted by fifteen guns from the Russian as he stepped on the quarter deck, the British flag at the same time being hoisted. Other admirals followed in due course.

Shortly after 9 o'clock Admiral Gherardi from the flagship Philadelphia gave the signal to move. Then the representatives of the naval strength of ten nations fell into double lines, the port column being headed by the Philadelphia, taking the New Jersey side, and the starboard column, headed by the British cruiser Blake, taking the New York shore, in the following order:

Port column: United States—Philadelphia, Newark, Atlanta, San Francisco, Hancock, Bennington, Baltimore, Chicago, Yorktown, Charleston, Vespucius, Concord.

Starboard column: Great Britain—Blake, Australia, Majestic, Taita, Russia—Dimitri Donskoi, General Admiral, Rinda.

France—Areschouse, Hussard, Jean Bart.

Italy—Eina, Giovanni, Bassano.

Spain—Infanta Isabel, Reina Regente, Nueva Espana.

Brazil—Aquiduan, Tiradentes, Republica.

As the vessels got into line, with intervals of 300 yards between the ships in the same column, and a like distance between the columns, and moved forward at a speed between eight and nine knots per hour, the forts in the harbor turned their guns loose in a grand salute, an all the steam craft within hearing distance added to the din with the screeching of whistles.

Standing on the high Long Island shore midway between Ows head and Fort Hamilton the view was a beautiful one. The fleet then proceeded at about eight knots an hour, and in perfect formation. The narrow channel had brought them almost side by side, the 600 yards interval between the columns being abandoned of necessity. An interval of 300 yards between the vessels was maintained, and they steamed along in company. Every point of view along Bay Ridge was packed with spectators, who eyed the ships as they passed. As the fleet came out from the narrows and the straightened lines came up the upper bay squadron distance was again formed and the two columns were then 600 yards apart. The tide currents, however, caused some of the boats to fall behind, therefore they were somewhat out of place when the Battery was in sight.

Coming up the bay with the fleet the sight was a brilliant one. Every ship in the harbor was flying every bit of bunting it could get together and the buildings in the lower part of the city were decorated with the flag of all nations. Steam whistles were screeching and the Battery wall and all the house tops and other places from which the river could be seen were black with sight-seers.

When the leaders in the parade got opposite Governor's island the last ray in the old fort began a salute and the fleet steamed along half-hidden for a few minutes in smoke from the cannon. The ships dipped their flags in answer, but did not return with cannon. The bands played national airs on the British ships as they proceeded up the river, and strains of music wafted across the water were plainly heard by the crowds along the shore.

The crew of the mimic Columbus fleet cheered and waved their hats as the navy steamed by. It was just 11:15 o'clock when a single gun from the Philadelphia announced that anchorage ground had been reached, and answering almost instantly a gun boomed on the Chicago, and the anchors of the twelve American ships dropped as it released by electricity. The foreign vessels slowed down and steeled to their positions.

Admiral Skerrett to be Relieved.

WASHINGTON, April 17.—It is understood that in the new assignment of naval officers to take place after the naval review either Admiral Belpup or Admiral Greer will succeed Commodore Skerrett in command of the Pacific squadron, and that Acting Rear-Admiral Walker will command the proposed South Pacific station, with the San Francisco as his flagship.

Paymaster Sullivan.

WASHINGTON, April 17.—Paymaster Sullivan, who was suspended for loose talk on the Behring Sea question has been restored to full rank and pay and will be sent back to the Pacific coast.

A PREJUDICED VIEW.

Extracts From Mr. Nordhoff's Letter to the Herald.

NEW YORK, April 17th.—In a letter from Honolulu, dated April 8, to the *Herald*, Charles Nordhoff says: "I saw at San Francisco and on the ship here a number of old and new acquaintances, some Provisional Government men and annexationists; others favorable to the maintenance of the old system. All of both parties frankly acknowledged that the natives, 40,000 in number, and all of proper age, able to read and write and brought up under American missionary training, with a very few exceptions, are strongly opposed to annexation. There are against these 40,000 natives, 1928 Americans, men, women and children, most, though by no means all, of whom want and cry out for annexation. The leaders of these are heads of the fading Provisional Government."

Mr. Nordhoff says also: "The present situation is this: The Provisional Government continues to exist, but is slowly losing adherents. It would go to pieces by a slight push, but it is the policy of the native leaders and their American advisers not to push, but to wait. The Provisional Government leaders have no hope of exemption. They know and confess that they cannot maintain an independent existence; but would be voted down at once, not merely by the natives, but by a considerable number of Americans and other foreign residents. The impression of careful observers is that they are in the situation of a man who held a bar by the jaws and did not know how to let go without help. They would quit if they saw how to quit. The influence of the queen and all her advisers is exerted, so far, to keep the people absolutely quiet, waiting for President Cleveland's decision, which they believe will be just and will restore the constitutional Government. No one, except a very few absurd people, fear any violent or lawless outbreaks outside of Honolulu, and here only if annexationists should mindlessly irritate the people, as some of the less judicious seem inclined to do."

HIS SERVICE OVER.

Captain Gilbert C. Wiltse Passes Away. Is New York.

WASHINGTON, April 26.—A telegram was received at the Navy Department to-day from New York announcing the death of Captain Gilbert C. Wiltse, from congestion of the brain.

Captain Gilbert C. Wiltse was born in New York, on November 29, 1838. He was appointed to the Naval Academy on September 20, 1855, and graduated in 1859. He was attached to the frigate Congress of the Brazil squadron from 1859 to 1861. In 1862 he took part in the battle between the Congress and Cumberland, and the rebel ram Merrimack.

He was commissioned as lieutenant commander, March, 1865, and Nov. 8, 1873, was commissioned commander, and in January, 1885, he was promoted to a captaincy commanding the receiving ship Franklin.

He was in command of the Boston during the early stages of the Hawaiian revolution and was in command of the United States frigates that were sent on shore, and when the American flag was hoisted, establishing a protectorate over the islands.

He was a short time ago relieved from sea duty, his term of service in active command of a warship having expired.

ROUGH ON THE PRESS CROWD.

Correspondents Said to Be the Only Agitators in Hawaii.

WASHINGTON, April 26.—A private letter from a United States official in Hawaii came in the mail last night. In reference to the report that Commissioner Blount directed the lowering of the United States flag without consulting with Minister Stevens, Admiral Skerrett or any representatives of the United States in Honolulu, the writer states that Blount did have a consultation with Stevens on the subject, and while he did not say so in so many words, the inference to be drawn from the letter is that Stevens agreed with the Commissioner in his action.

Another report, and one that found much currency in Honolulu, that the Japanese in Hawaii are contemplating resistance by force to American domination of the islands, and that they have received arms to assist them in carrying out their determination, is contradicted by the writer, who states that the Japanese, and in fact all the people of the islands, are peaceably inclined; that in point of fact the only agitators there at present are newspaper correspondents.

TELEGRAPHIC NOTES.

Don Dickinson is ill.

Gen. E. F. Beale is dead.

Edwin Booth is seriously ill.

There have been riots in Brussels.

Brazil will build twelve more cruisers.

Peru and Bolivia threaten to go to war.

The grip and cholera prevail in Paris.

The widow of Gen. W. S. Hancock is dead.

England is making large additions to her navy.

Another strike is threatened at Homestead.

Bismarck is suffering from an attack of neuralgia.

Cholera is gaining ground in France and Austria.

Edwin Dun of Ohio will be the next minister to Japan.

The Navajo Indians threaten to go on the war path.

J. F. Loubat of New York, has been made a Papal Duke.

Wm. Waldorf Astor has apparently left America for good.

Another earthquake of terrific force has occurred at Zante.

The Austrian village at the World's Fair has been dedicated.

The heaviest fall of snow for years is reported from Minnesota.

The town of Bowles, Arkansas, has been wrecked by a cyclone.

Hundreds of people are dying of hunger in Mongolia and Shansi.

The Duke of Veragua and his party arrived in New York on April 15.

Tammany Hall will start a daily paper to be called the *American*.

The cruiser Detroit made over 20 knots an hour on her late trial trip.

John H. Wise has been confirmed as Collector of the port of San Francisco.

Thomas L. Thompson of California has been nominated minister to Brazil.

Richard O'Donnell, one of Tweed's thieves, died in the hospital at Denver.

The Belgian troubles have been ended by the concession of universal suffrage.

Minister Egan, who has been re-elected for sheltering refugees is coming home.

The Pope has receded from his first position tolerating the American school system.

The last \$1,000,000 block of expedition bonds has been taken by the railroads.

A revolution is expected in Belgium and both Germany and France are on the quiver to enter the territory.

Only one boat out of a fishing fleet of 170 has been recovered off Oturu, Japan, where a storm recently raged.

Evans and Sontag visited Visalia on April 19 and were fired on by the Sheriff's posse, but the robbers escaped.

The British Admiral at the naval review paid a high compliment to the cruiser San Francisco which, he said, is the finest vessel in the American squadron.

The Monowai's Passengers.

The following are booked on the Monowai leaving to-morrow: D. Noonan, V. Knudsen and wife, Baron Luitwitz, S. T. Alexander, M. A. Dudley, Mrs. S. Arnold, T. J. King, Mr. Loud and wife, Harry Hicks, Jim Dodd, C. E. Washburn, M. H. Coffin in the cabin, and Mrs. Burgess, Miss Lyle, N. Elias, J. Tacony, P. Adler, Mrs. Jenkins, Chas. Srimgeour, F. McGraw.

Shipping.

DIAMOND HEAD 3:30 P.M. Wind fresh, N. E. Weather clear.

ARRIVALS.

WEDNESDAY, May 3.
Star Kaala, Hibiscus, from Honolulu.
Star Kaala, Gahai, from Waianae and Waialua.

THURSDAY, May 4.
U. S. S. Mariposa, Hayward, from San Francisco.
Hk Amelia off Koko Head at 3:30 p.m.

VESSELS LEAVING TO-MORROW.

Star W. G. Hall, Simerson, for Maui and Hawaii at 10 a.m.

Star Kaala, Gahai, for Waianae, Waialua and Mokuia at 12 o'clock.

VESSELS IN PORT.

(This list does not include Coastwise.)

NAVAL VESSELS.
U. S. S. Adams, Nelson, San Francisco.
U. S. S. Boston, Day, Hilo.

U. S. S. Hymenith, May, Esquimaux.
H. I. J. M. Naniwa, Tigo, Yokohama.

MERCHANTMEN.
Am Msk Mito Morning Star, Gerdland, Kusaie.
Br sch Norma, Macquarie, Yokohama.

Am Msk Wm K. Home, Brigham, Newcastle.
Am sch Aloha, Dabul, San Fran.

Am sch Greta, Garland, Newcastle.
Am sch Puri an, Peterson, Newcastle.

Am sch Mauna Ala, Smith, Port Townsend.
Haw bk Mauna Ala, Smith, Port Townsend.

FOREIGN VESSELS EXPECTED.

Gr Lk G. A. Wilcox, Liverpool, July 4-10.

Am sch Lyman D. Foster, New York, May 20.

Br sch Amy Turner, Boston, May 20.

Am Msk Amelia, Port Townsend, May 12.

Br sch Belgic, San Fran. (China), May 11.

Am Msk Allen Besse, San Fran. (Kah), May 30.

Am sch King Cyrus, Newcastle, May 25-30.

Br sch S. J. O'Brien, San Fran. (China), May 11.

Am Msk Bryant, San Francisco, May 25.

Am Msk J. D. Speckels, S. F. (Kah), May 20.

Am sch Anna, S. F. (Kah), May 20.

Br sch Gainsborough, Newcastle, May 5-10.

Am sch John S. F. (Kah), May 10.

Br sch R. F. Rihet, San Francisco, May 9.

Am Msk Martha Davis, Boston, Dec 5-15.

Br sch Laod stock, Liverpool, July 25-31.